

The China Mail.

Established February, 1845.

Vol. XL. No. 6648.

號三十一年四十八百八十一英

HONGKONG, THURSDAY, NOVEMBER 13, 1884.

日六月九申申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 39, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAR & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HENSEL & CO., Manila.

CHINA.—MUNO, MESSRS A. A. DE MELO & CO., Shantou, Quelch & CO., Amoy, Wilson, Nicholls & CO., Foochow, Hengfong & CO., Shanghai, Lane, Crawford & CO., and Kelly & WALSH, Yokohama, Lane, Crawford & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$8,500,000 Reserve Fund, \$8,400,000 Reserve for Equalization of Dividends, \$8,400,000 Reserve Liability of Proprietors, \$7,500,000

COURT OF DIRECTORS.

Chairman—A. P. MCKEEEN, Esq.

Deputy Chairman—Hon. F. D. SANSON, Esq.

C. D. BOTTOMLEY, M. GROVE, Esq.

H. L. DABYMPLE, Hon. W. KEEWICK, Esq.

W. H. FORBES, Esq. M. E. SASSOON, Esq.

Chief Manager, Hongkong, Thomas JACKSON, Esq.

Manager, Shanghai, EWEN CAMERON, Esq.

London Bankers, London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

12 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager, Hongkong, August 25, 1884.

1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,600 in any one year.

4.—Deposits may be on behalf of relations, friends, &c., in addition to the depositor's own account.

5.—Accounts of saving sums less than a dollar may be opened by affixing a clean ten-cent stamp to a small card obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Post by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make their entries themselves in their Pass-Books but must send them to be written up at least once a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked "On Hongkong Savings' Bank Business," be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager,

Hongkong, April 23, 1884.

716

WITH Reference to the above, BUSINESS will be commenced on the

1st MAY, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager,

Hongkong, April 23, 1884.

716

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London 18th July, 1884, under the Companies Act 1862, to 1883.)

LONDON BANKERS:

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DE-

POSITS.

At 3 months' notice 3 ½ per annum.

" 6 " 4 ½ " "

" 12 " 5 ½ " "

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,

Manager.

Hongkong, September 15, 1884. 1556

Intimations.

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS OF NOTES of the ORIENTAL BANK CORPORATION (Hongkong Branch), are hereby requested to present them to the Liquidators of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited.

HOLDERS of Notes will be required to furnish to the Liquidators of the Bank, a schedule in duplicate, giving the date of issue, Number and Amount of each Note produced.

Form of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the OFFICIAL LIQUIDATOR OF THE ORIENTAL BANK CORPORATION,

By his Attorneys,

J. MELVILLE MATSON,

H. HOWARD TAYLOR,

Hongkong, August 2, 1884. 1285

HOTEL DE L'UNIVERS,

WYNDHAM STREET, HONGKONG.

THE Undersigned beg to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS

on the 1st March.

COMPLETE IRON FRAME AND TUNING PLATE

Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from ... \$230 to \$250.

On Hire, per month, from ... \$15 to \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Apply to

Prof. A. VITA,

2, Alexandra Terrace.

Hongkong, October 24, 1884. 1708

Intimations.

CHINA FIRE INSURANCE COM-

PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested to send in to the Office List of their Contributions of Premium for the year ending 31st December last, in Order that the PROPORTION of PROFIT for the year to be Paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRE,

Secretary.

Hongkong, September 1, 1884. 1467

WILLIAM DOLAN,

SHIP-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL,

COTTON DUCKS, HEMP CANVAS,

MANILA ROPE, AMERICAN

OAKUM, LIFE BUOYS,

COOK JACKETS,

&c., &c., &c.

Hongkong, May 1, 1884. 256

To the Editor of the "CHINA MAIL."

Hongkong, 5th Nov.

Dear Sir,—I beg to state that for the non-delivery of the Australian mail brought by the S. S. "Tetra" to the Post Office in Hongkong and China.

I am aware that by this mistake the

Post Office has been rendered liable to a fine of \$500,000.

I apologize for my omission.

I remain, your obedient servant,

J. C. ARTHUR,

Master, S. S. "Tetra."

1881

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager,

Hongkong, April 23, 1884.

716

With Reference to the above, BUSINESS

will be commenced on the

1st MAY, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager,

Hongkong, April 23, 1884.

716

For Sale.

FOR SALE.

A VERY LARGE ASSORTMENT OF TENNIS BATS AND BALLS,

BY

AYRES, JEPPIERIES, FELTHAM, SLAZENGER and HARVEY.

BATS—Single and Double STRUNG, with CORK, CANE, or CEDAR HANDLES.

THE CHINA MAIL

[No. 6648.—NOVEMBER 18, 1884.]

For Sale.

MacEWEN, FRICKEL & CO.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISARIATE),
ARE NOW
LANDING FROM AMERICA.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
GODFISH, Bonobos.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb tins.
Beau Ideal SALMON in 6 lb cans.
Cutting's Desert FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEATS.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Hobbin's Celebrated Potted
MEATS.

Lunch HAM.
Lamb TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUGARCAKES.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

K A I S A R - I - H I N D'
CIGARETTES
in crystallized Boxes of 100 at \$6.50
per mile.

SPORTING AND RIFLE GUNPOWDER
in 1 lb. Tins.

AGATE IRON WARE
INSERTION RUBBER.
TUCK'S PATENT PACKING.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
BITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:
ALMONDS and RAISINS.
FRENCH PLUMS.
TESSONETAC's DESSERT FRUITS.
JORDON ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATTERS.
Kippered HERRINGS.
Herring & 1/2 SARDINES.

IRISH BACON in tins.
COCCOCINA.
VAN HOUTEN'S COCOA.
Epp's COCOA.

SPARTAN

COOKING STOVES.
CLARETS—
CHATEAU MARGAUX.
CHATEAU LATOUR, plts & quarts.
LES GRAVES.
BREAKFAST CLARET."

SHERRIES & PORT—
SAUCON'S MANZANILLA & AMON-

TILLADO.
SAUCON'S OLD INVALID PORT
(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 2-star HENNESSY'S BRANDY.
COUNTESS'S BRANDY.
FINKEN'S OLD BOURBON WHISKY.
KIRK'S 1/2 LIQUOR.
ROYAL GLENDEE WHISKY.
DOUGLAS'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NODDY FEAT & CO.'S VERNAL.
JAMESON'S WHISKY.

MARSALA.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.

ANGOSTURA, BOKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPICED SMOKELED
C I G A R E S.

New Season's CUMSHAW TEA, in
5 oz. Boxes.

BREAKFAST CONGOU @ 25 cents per lb.

MILNER'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, August 15, 1884.

For Sale.

NOW PUBLISHED.
**BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS.**

ERNEST J. EITEL, PH.D., TUBINGEN.

THIRD EDITION.
REVISED, WITH ADDITIONS.

Price, 1.50.
LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

1398

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE,

Quarts \$20 per Case of 1 doz.

Pints \$21 " " 2 "

Dubois Frères & Co. de Gormain & Co's

BORDEAUX CHÂTEAUX AND
WHITE WINES.

Baxter's Celebrated 'Barley Bræe'

WHISKY, \$7 per Case of 1 doz.

GIBBS, LIVINGSTON & Co.

Hongkong, July 18, 1884.

1187

SEE WOO,

TAILOR, DRAPER & OUTFITTER,

No. 55, Queen's Road Central, Hongkong.

HAS NOW LANDING, FOR SALE:

A LL KINDS OF AUTUMN and WINTER

A WOOLLEN CLOTHES.

DAMASK, REP, and CRETTONNES for

Curtains and Covering Furniture.

CHURNTY'S Gentlemen's New Zephyr

Black, Drab, and Brown FINE HATS

All Sorts of Fancy and BLACK SILK

SCARVES, TIERS, with DRESSES.

WOOLLEN WAFFLEPENS, Coloured and

WHITE GLOVES.

Woolens, and MERINO UNDER

SUITS and SOCKS.

With TABLE CLOTHS, NAPKINS,

SILK & CANTRIC HANDKERCHIEFS,

and TOWELS.

Best Kinds of TOILET PERFECTIONS

and SOAPS.

Dawson's BOOTS, SHOOTING BOOTS,

SHOES and TENNIS SHOES, &c., &c.

AT LOW PRICES.

Hongkong, October 26, 1884.

1806

NOW ON SALE.

A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT.

BY DR. E. J. EITEL.

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50

Part II. K-M, \$2.50

Part III. M-T, \$3.00

Part IV. T-Y, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

151

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

BY DR. E. J. EITEL.

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50

Part II. K-M, \$2.50

Part III. M-T, \$3.00

Part IV. T-Y, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

151

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

BY DR. E. J. EITEL.

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50

Part II. K-M, \$2.50

Part III. M-T, \$3.00

Part IV. T-Y, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

151

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

BY DR. E. J. EITEL.

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50

Part II. K-M, \$2.50

Part III. M-T, \$3.00

Part IV. T-Y, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

151

NOTICE TO CONSIGNE

THE CHINA MAIL.

The London correspondent of the *Times* of Pekin states that he hears the Liquidator of the Oriental Bank is making preparations to pay the first dividend of 10s. in the pound to depositors and creditors. Sufficient funds for that purpose have been collected and invested in easily realizable securities, and an official announcement may be looked for shortly.

About 1.30 this morning, when most of the members of the community were slumbering peacefully in their beds, a fire broke out in a house in Kai Wo Lane, a narrow street running from the Praya West, near the P. & O. Wharf, up to Queen's Road West. The alarm bells were rung and in a short time the members of the Government Fire Brigade, with all their steam engines, under the direction of Mr G. Horspool, Acting Superintendent, and Mr A. Palmeron, Assistant Superintendent, were upon the spot. The Volunteer Brigade, also, mustered strongly, and the Silk Guild and Nam Pak Hong manual workers amongst the first engines on the ground, the Nam Pak men having the honour of being the first to get to work. Most of the steam engines were stationed on the Praya, the manual taking up a position in the Queen's Road. The Harbour fire engine, the *Fénix*, lay alongside the Praya to render service, if required. Mr Deane, Captain Superintendent of Police, with Inspector Grey, was present with a strong body of police to keep the ground clear. The house in which the fire started, No. 16, is situated about the middle of the lane and the fire had obtained a good hold before the engines were able to play upon it, and before long the flames were found to have caught the houses on either side, Nos. 13 and 17. The lane being very narrow great difficulty was experienced in preventing the fire communicating with the houses on the opposite side, and the woodwork in the front of two of them was almost entirely destroyed. The lower part of No. 16 was used as a storehouse for mat bags and as the fire originated on the staircase in this part of the house the smoke and ascending flames prevented the residents of the first and second floors, which were used for dwelling purposes, from escaping by the usual way. They therefore got through a trap door in the roof to the neighbouring houses, but it is feared that one inhabitant of the top floor, a girl of 15 years of age, did not succeed in escaping, but perished in the flames. The father of the girl states that she is missing, and thinks that in the scramble in the dark to get out of the trap door, she must have been pushed down.

Within half an hour from the commencement of the fire the three houses, Nos. 13, 15 and 17 were enveloped in flame, the top floor of No. 16 bursting out most violently over and over again in spite of torrents of water which were poured upon it both from the front and back. It was believed that a quantity of some very inflammable material must have been stored there, as the water appeared, for some time, to have no effect upon it. There were by this time, however, ten hoses at work, each pouring a good stream upon the seat of the fire, and this soon had the desired effect. By about 2.30 the firemen, who had worked with a most laudable energy under most disadvantageous circumstances, had the fire well under control and an hour or so later all the engines but one, which remained to play upon the umbrae, were able to return to quarters.

It was at one time feared that a large godown, situated behind the burning house, and filled with saltpetre, would catch fire, but owing, probably, to a good strong party wall between the buildings, this was avoided.

The three houses themselves were completely gutted and some damage was sustained by the buildings opposite them.

The ground floor of No. 16 was full of mat bags and was rented by a well-to-do Chinese trader, who, it appears, had recently insured for \$2,000 in a German office.

The actual origin of the fire is not known, but it is believed that some one must have dropped a spark from a pipe or a light on the staircase or amongst the mat bags.

A search was made by the police this afternoon amongst the ruins for the remains of the missing girl, but nothing has as yet been found.

There is some reason for believing that Germany endeavoured to mediate between France and China a short time ago. The Paris correspondent of the *Daily News* telegraphed as follows on the 23rd October:

"The great news is the issue of the negotiations with Germany which have been going on during the vacation, and which may lead to a visit of Count Herbert Bismarck to Paris, and probably to a conference at Berlin. The Baron de Coubertin, who hastens himself with having placed the flower safely out of the nettle danger, is now here to give a verbal account of what had passed between him and the German Chancellor, who is willing to use his good offices on behalf of France at Pekin, to support her in Egypt, and to let French merchants trade in all but the Anglo-Pequeña part of the German possessions of Cameroons, on the condition of reciprocity in the French colonies of West Africa."

In Justice says that the German receiver of customs in China, Herr Kleinwachter, is to be Prince Bismarck, and fix with him the sum which China can be reasonably asked to pay as an indemnity to France. At yesterday's Ministerial Council, that journal states M. Ferry declined to discuss the possibility of declining Prince Bismarck's good offices, and greatly dwelt upon the Chancellor's amicable disposition towards France.

It will be observed the correspondent states that these negotiations might lead to

a visit of Count Herbert Bismarck to Paris. Now as a matter of fact, Bismarck telegraphed out on the 11th October that Count Herbert Bismarck was on a visit to Paris, and that he had had an interview with M. Ferry. It is of course possible that Count Bismarck's visit may have had more to do with the coup de main in Egypt than mediation between France and China. It is stated that Herr Kleinwachter, German receiver of Customs in China, was to confer with Prince Bismarck in order to enable China's resources to be ascertained with a view to fixing the amount of indemnity she should be required to pay. Some time in the early part of the present year, Mr G. Kleinwachter, consul in the Customs at Canton, proceeded to Europe from Hongkong. It is hardly fair, however, to consider the amount of an indemnity on the basis of the resources of the country which is to pay it.

MELBOURNE September 26.—An inquest was held to-day on the body of a youth named Smart, who drowned himself in the Yarra for the love of Miss Emily Melville. The evidence showed that the deceased was 16 years of age, and along with a letter (which seemed to indicate that he died because he loved Miss Melville too well) was a memo containing a list of opera in which he had seen her act. The jury returned a verdict of suicide while of unsound mind.

ST. PETERSBURG, Sept. 28.—The Journal de St. Petersbourg to-day refutes the idea of a Franco-Russian alliance for the partition of China between France and Russia. The same journal refers to the statement recently made by a Paris paper that Russian diplomatic intervention in the Franco-Chinese difficulty would eventually be superseded by military intervention. Such a contingency, says the senior official organ, is out of question, all the more so as no diplomatic intervention has yet taken place nor even been solicited.

It will be very interesting to our readers to learn, says the *Singapore Free Press*, that "A Day's Training for the Summer Races."—Rise about 7 a.m. A short walk or run. Breakfast at 8.30, of meat (beef or mutton), underdone, bread (the crumbly kind recommended), or dry toast, tea (a little as possible), coffee, &c. Dinner at 2 p.m., of meat (much the same as for breakfast), stale bread, potatoes, and a little green vegetable are allowed in conjunction. Pickles, sauces, &c., are to be prohibited, and sweets, pastry, and made dishes avoided. Small quantities only of fluids should be taken, and these sipped slowly to allow of absorption and thus satisfy thirst, without introducing a surplus amount into the stomach. Beer, light wines, tea, coffee, cocoas, barley-water, and tea-water are the fluids usually recommended. Spirits are rigorously excluded, and water alone is looked upon with some suspicion.

The Oxford System.

A Day's Training for the Summer Race.—Rise about 7 a.m. A short walk or run. Breakfast at 8.30, of meat (beef or mutton), underdone, bread (the crumbly kind recommended), or dry toast, tea (a little as possible), coffee, &c. Dinner at 2 p.m., of meat (much the same as for breakfast), stale bread, potatoes, and a little green vegetable are allowed in conjunction. Pickles, sauces, &c., are to be prohibited, and sweets, pastry, and made dishes avoided.

Small quantities only of fluids should be taken, and these sipped slowly to allow of absorption and thus satisfy thirst, without introducing a surplus amount into the stomach. Beer, light wines, tea, coffee, cocoas, barley-water, and tea-water are the fluids usually recommended. Spirits are rigorously excluded, and water alone is looked upon with some suspicion.

A Day's Training for the Winter Races.—Rise about 7.30 a.m. A short walk or run. Breakfast at 9, as for the summer races. Luncheon about 1, of bread or a sandwich, and half a pint of beer. About 2 rows twice over the course on the river, the speed being increased with the strength of the crew. Supper at 8.30 or 9, of cold meat and bread, with perhaps a jelly or water-cress, and one pint of beer. Retire to bed about 10.

A Day's Training for the Cambridge System.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 9, as for the summer races. Luncheon about 1, of bread or a sandwich, and half a pint of beer. About 2 rows twice over the course on the river, the speed being increased with the strength of the crew. Supper at 8.30 or 9, of cold meat and bread, with perhaps a jelly or water-cress, and one pint of beer. Retire to bed about 10.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

A Day's Training for the Winter Races.—Rise about 7 a.m. As for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1, of meat (beef or mutton), bread, vegetables, the same rule as for the summer races; pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON TUESDAY, the 18th November, 1884, at noon, the Captain's S. S. PEHO, Commandant Bierry, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th November. Parcels must not be sent on board; they must be left at the Agency's Office.

Contents and value of Exchanges are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 6, 1884. 1879

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 19th Instant, at 3 p.m. taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Indian Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passages.—Passengers, who have paid full fare, will be allowed a discount within six months, with the amount of a discount of 20% from Return Fare, if re-embarking within one year, or allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Fare will be received on board until 4 p.m. on the 18th Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, November 3, 1884. 1852

Intimations.

The Overland China Mail.

SUBSCRIBERS to "The Overland China Mail" will be glad to learn that arrangements have been made for publishing that journal weekly in future instead of fortnightly as at present.

This change, which will be permanent, has been made simply to keep pace with the times. During the existing troubles in the Far East it is also of special importance that a weekly budget of China news should be prepared. Under the present arrangements political and commercial news, perhaps of the greatest interest, may be kept back for a fortnight. The change will not only be welcomed by subscribers at home, but also by those at the Coast Ports and in the interior, who find the Overland a more convenient form of newspaper for perusal than the daily journal. Practically the Overland will be a future weekly newspaper for the Far East, with special commercial news, and special tables giving and other information complete for the week. The various reports and other news will be given fully as they appear in the China Mail.

As the subscription will remain the same as hitherto (\$5 per quarter), the change will be made without additional expense to subscribers. Single copies will add for thirty cents, a reduction of 20 cents on the present price.

The attention of advertisers is directed to a weekly newspaper, which is circulated among old China "hands" and others, both at home and in the Far East, who do not take the daily journals.

"The Overland China Mail" will be regularly posted as hitherto from the China Mail Office to subscribers, on their addresses being forwarded to us.

China Mail Office.

Hongkong, October 17, 1884.

WINTER TIME TABLE.
THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR

RUNS DAILY AS A FERRY BOAT BETWEEN
Peddar's Wharf and Tsim-Tsa-Tsu the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Leaves K'lon.	Leaves K'lon.	Leaves H.K.
6.00 A.M.	7.00 A.M.	5.00 A.M.
6.00 "	8.30 "	7.30 "
6.50 "	9.00 "	8.00 "
6.40 "	10.15 "	9.00 "
10.45 "	12.30 P.M.	10.30 P.M.
12.45 P.M.	1.30 "	2.00 "
1.20 "	2.00 "	2.30 "
2.20 "	3.00 "	3.20 "
3.20 "	3.50 "	4.20 "
4.10 "	4.30 "	4.50 "
4.50 "	5.10 "	5.30 "
5.25 "	5.40 "	6.10 "
6.05 "	6.30 "	6.30 "
6.50 "	7.05 "	7.00 "

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents*, and are for Letters per *half ounce*, for Books and Patterns, per two *ounces*.

Newspapers over four ounces in weight are charged at twice, triple, &c., as the case may be, but such papers or packages of letters may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Printed matter may be paid either as Newspapers or Books.

Commercial Papers signify such papers as though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 2 oz.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 2 oz.

4. That Regulation prohibits the sending of Patterns of durable articles, unless the quantity sent be so small as to make the sample of no value.

5. The public are cautioned not to confound these facilities with a "Parcel Post to Europe," &c., which does not exist.

It is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or unregistered, can be received for postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of durable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 2 oz.

4. That application is made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Post administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, per Two Steamer, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; in Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

LOCAL POSTAGE.

GENERAL TAIFU OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

CHairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts.

Hour, ... 20 cts.

Three hours, ... 50 cts.

Six hours, ... 100 cts.

One day (6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

Return (direct or by Fok-fu Lam).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

Return (direct or by Fok-fu Lam).

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (1 Peak) ... \$6.75 each Coolie.

Day Trip (2 Peaks) ... \$6.50 each Coolie.

LARGE LOCAL POSTAGE.

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 50

Two Coolies, ... 40

Return (direct or by Fok-fu Lam).

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (1 Peak) ... \$6.75 each Coolie.

Day Trip (2 Peaks) ... \$6.50 each Coolie.

LARGE LOCAL POSTAGE.

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 50

Two Coolies, ... 40

Return (direct or by Fok-fu Lam).

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (1 Peak) ... \$6.75 each Coolie.

Day Trip (2 Peaks) ... \$6.50 each Coolie.

LARGE LOCAL POSTAGE.

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 50

Two Coolies, ... 40

Return (direct or by Fok-fu Lam).

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (1 Peak) ... \$6.75 each Coolie.

Day Trip (2 Peaks) ... \$6.50 each Coolie.

LARGE LOCAL POSTAGE.

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 50